

Edmonton Bulletin.

VOL. IV.

EDMONTON, N.W.T., SATURDAY, JANUARY 6TH, 1883.

No. 10.

TELEGRAPHIC.

WINNIPEG, Dec. 18th, 1882.
Gladstone has resigned.

Sir Joseph is dead.

Archbishop of Canterbury is dead.

Diphtheria is raging throughout Canada.

Ontario legislature was opened on the 13th.

Anthony Trollope, the great English author, is dead.

Alex. McMicken defeated Logan in the

mayoralty contest by over 200.

Manitoba legislature is dissolved, nominations on 16th January, elections on the 23rd.

Lee, the Japanese murderer, sentenced to death, his life sentences committed to imprisonment for life.

Wm. Edgar of Ottawa has been appointed

assistant inspector of postoffices for Manitoba

and the North-West.

The directors of the C.P.R.C. at a recent

meeting, decided to increase the capital from

\$15,000,000 to \$100,000,000.

Despatchers from Ottawa say that in the

future a weekly mail from Winnipeg to

Prince Albert and as far west as Edmonton

will be run, but given up as soon as

The Great North-West telegraph company

have appointed a committee to consider the

possibility of laying a cable in lake Superior

so as to have direct communication through

Canadian territories.

A destructive fire broke out here on the

14th, two hotels and two or three grocery

stores were burned to the ground.

A man named Heslop, who was living in one of

the hotels, was burned to death.

A workman named Pratt, who was severely burned, has since died.

Total loss, \$50,000.

Notice appears in Canada Gazette that ap-

plies to us at next parliament for an act to incorporate a company to build a

line of railway from a point on the Pacific

ocean to a point on Peace river east of Lethbridge;

and to incorporate a company to lay a

cable across the continent from some

point on the west coast of Ireland or Scot-

land by way of Greenland, the Bell's straits,

Hudson's bay, Fort Churchill, Athabasca

and Peace river to some point on the

Pacific ocean, near Ft. Simpson.

BATTLEFORD, January 4th, 1883.

Sergt. Parker and wife left for home on the

2nd inst.

R. Fuller is at Prince Albert on railway

business.

Bachelor's ball on New Year's day was a

bright success.

Has had a cold snap, the thermometer

registering 41° on Tuesday night.

Thirty buffalo were killed two weeks ago

thirty miles south of Batoche's crossing.

Fifteen or others have threshed 3,600

bushels of grain which 3,000 were oats.

Col. Herchmer has gone east taking Snauke

man an Indian, who was sentenced to five

years in the penitentiary.

The tents of Beatty's survey camp went to

the men in one of the tents of Beatty's survey camp went to

work they left a candle burning in the tent,

with the result that the tent and their bed-

ding and other belongings were cremated be-

fore they got back.

A son of Chief Pecan, of Whitefish Lake

was nearly killed recently while working at

P. Pruden's mill dam at Lac la Biche.

He was digging clay, and the bank caved in on him giving him a bad squeezing.

He was taken home to Whitefish Lake and is recovering.

The weather is very cold but is recovering

in the spring and vigorously pro-

cuted.

Hayter Reed will remain at the L.D. hotel

in Winnipeg for the winter, instead of Mr.

Rae, of Carlton, will look after this

agency.

Telephone line will be built next spring

from Clarke's crossing to Prince Albert if

residents supply the poles. They have agreed to do so.

HUMBOLDT, Jan. 5, 1883.

Mail passed yesterday night.

Messrs. Beatty and Richardson, of Edmon-

ton, passed east on New Year's day.

Weather has been very cold but is now

milder. On Tuesday night the thermometer

went to 38° below zero.

SADDLE LAKE.

Mail arrived from Edmonton on Tuesday, the

day after Christmas, and left for Battleford

on Wednesday morning.

The young people of this place gathered

together on Christmas night and had a big

dance. At 12 o'clock last night they had a

grand ball at J. Pritchard's house.

The Indians are preparing for a big time

on New Year's day and have engaged Mr.

Henderson, of Victoria, to furnish music on

the 1st.

J. Norris passed here to-day on his way to

Edmonton. He has purchased a French-Ca-

nadian stallion from Mr. Donnell of Battle-

ford.

December 29th, 1882.

WATERFISH are plentiful and of good size

and quality in Saddle Lake this year. Last

year there were none.

LOCAL.

T. ANDERSON, timber agent, has an attack of neuralgia.

ABEY'S survey party is working in the vicinity of Ft. Pitt.

DANCE at A. McLeod's and another at J. Ashen's on New Year's evening.

E. CAREY, of Norris & Carey, has been very ill of neuralgia in the head, but is recovering.

FOUR trains of dogs arrived on Sunday last from Thompson's survey party at Slave lake to return in supers.

GODFREY & THISTOW's grain crop averaged 334 bushels to the acre. The wheat yielded the same as the barley.

W. GIEER and Paul Fyant left for Bow river on Friday of last week. Fyant intends to return with load of coal oil.

Mrs. MURRAY and family arrived from Battle River on Sunday last. He has shaken the dust of Abram's settlement off its feet as it were.

HON. LEWIS WALTERS (not Woodrige), as stated in our last week's telegram, is

now in the office of the B.C. Co.

by invitation from several eastern capitalists to secure them fifty lots in the City of Saskatchewan.

M. McCARTY is erecting a hexagon log stable on his property on the Methodist mission estate. It is 17x31, story and a half high, and will cost \$300.

Mrs. D'ARTIGUE received instructions

from the B.C. Co. to

build a house for her son, the new chief justice of Manitoba.

T. MCNAULY is erecting a hexagon log stable on his property on the Methodist mission estate. It is 17x31, story and a half high, and will cost \$300.

Mr. D'ARTIGUE has been removed to the

City of Edmonton by the B.C. Co. to

act as chief justice of the new Roman Catholic church on the H.B.C. reserve, where it will be used as a stable.

J. NORRIS arrived from Battleford on Wed-

nesday last. He expects his freight, fifteen

sleight loaded much today.

Twenty-five bushels of grain which 3,000 were oats

Col. Herchmer has gone east taking Snauke

man an Indian, who was sentenced to five

years in the penitentiary.

The contract price is \$60 per ton.

Private letters say will be commenced on

the Souris & Rocky Mountain railway

early in the spring and vigorously pro-

cuted.

The log building which formerly stood on

the St. Albert road near the old Roman Cath-

olic church, commonly known as the robbers

steamed building, has been removed to the property

connected with the new Roman Catholic church on

the H.B.C. reserve, where it will be used as a stable.

J. NORRIS arrived from Battleford on Wed-

nesday last. He expects his freight, fifteen

sleight loaded much today.

Twenty-five bushels of grain which 3,000 were oats

Col. Herchmer has gone east taking Snauke

man an Indian, who was sentenced to five

years in the penitentiary.

The result of his explorations has been

more than satisfactory but declines to give

particulars.

THE BRENNER and TAYLOR SETTLEMENT, thirty

or more miles west of Battleford, is doing

well. Last summer the Indians had

put up many summer and the settlers

expect many of their friends to join them

then. They can get large timber at

either the Saskatchewan or Battle rivers and

the hills. And they are getting a

few miles from the prairie. Mr. J. O. Gil-

iver's saw mill at the mouth of the Turtle

River. The Brenner's are doing quite a

trade there and some of the men returned to

Manitoba for more supplies, expecting to be

back by New Year's.

SIMPSON's survey party has finished the

work allotted to them on this side of the Sas-

katchewan, and are to be here next week to

start out at the kinks in the Beaver Hills

east and south-east of town.

Mr. W. E. TRAHL, of the H.B.C., Mr. VICK-

ERS, of Thompson's survey party, and three

Slave Lake settlers, left for that place on

Wednesday evening, last with ten trains of dogs.

They started out at Athabasca landing and Lesser

Slave river.

BEATTY's survey party of about twenty

men is working in the vicinity of Deep Creek,

about fifteen miles from the B.C. Co. office

and government buildings.

The country is rugged and rocky, with

some timber and a few small lakes.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no water except a few small streams.

There is no timber in the valley.

There is no

THE EDMONTON BULLETIN

Is published every Saturday morning, at the office, Main street, Edmonton.

SUBSCRIPTION.—One Dollar for Three Months (three issues).

ADVERTISING RATES.—Standing Advertisements, Fifty Cents a Line per quarter (thirteen issues); Transient Advertisements, Five Cents a Line each insertion. No advertisement inserted for less than One Dollar.

The best facilities for Job Printing in the North-West.

OLIVER & DUNLOP,
Proprietors.

EDMONTON BULLETIN, JAN. 6, 1883.

IMPROVING THE RIVER.

Although the magnificent water stretches allowed to long ago by Mr. A. Mackenzie when premier, have been snatched at by men on both sides of politics, the fact of their existence remains, and now when it is decided that the C.P.R. shall not pass through or near Edmonton, and there is no prospect of this place being blessed with railway communication in the near future, it is well worth our while to give our best attention to these same despised water stretches, to demonstrate their utility and to devise means for improving that utility. The Saskatchewan will have to stand us in the stead of a railway for at least three and perhaps eight or ten years and after a railroad is built will always supply during the season of navigation strong competition to the railroad or roads, especially on eastern bound freight. Even with the river as it is, there is very little doubt that during at least three months in summer goods can be brought up by that route more cheaply than they will be by a monopoly railroad, while in shipping coal, iron, lumber, and grain—our principal products—the rates by the river will be much lower than the railroad could possibly do the work for. The season at present available for navigation, however, is very short, and anything that can be done to increase the length of the navigation season or to increase the capacity of the river during navigation will be a benefit not only at present but for the future as long as traffic is carried on.

The Saskatchewan running as it does from west to east, and emptying into lake Winnipeg, thereby connecting by navigable water with the railway systems centering in Winnipeg city, also and in future, by a very short line of railway, with ocean navigation of Hudson's Bay, running through a good farming country for the greater part of its course, having on its upper part coal and timber which will be required by the purely agricultural country which it passes through farther down, this river is certain to be of the greatest use in the development of the country and the carrying on of its trade for all time. In this country where railway monopolies will hold sway for many years, this river capable of doing the trade that would otherwise render the building of a railroad necessary, will forever act as a bar to monopoly of all kinds, as it will never be possible unless the direction of the current can be changed to altogether monopolize the navigation of it. As long as the river runs eastward settlements along its banks will have an outlet for their surplus products at lower rates than places which have railway communication alone can ever hope to receive the benefit of.

Unlike the Red and Assiniboine rivers which are of the same character from source to mouth, the only difference being in size of their different parts, the Saskatchewan is of a different character in different portions of its course, these parts having not the slightest resemblance to each other more than that the water in all of them runs down hill. Capt. Wohler, formerly of the Northwest but lately of the Marquis, likens the part from Edmonton to Ft. Pitt to the Ohio, the part from Ft. Pitt to Prince Albert to the Missouri and that from that place to Grand Rapids with the exception of the portion at the Cut off, to the Mississippi.

From Edmonton to Frog creek, the river is a large, swift stream, reasonably straight, with deep water, except at the many rapids along its course. These rapids are merely shallow places where the current is very swift and the bottom is strewn with large and small boulders. The rapids do not appear in very high water. They only impede navigation in

low water, and then not by the too great swiftness of the current, as the boats steam up them without difficulty, but by the deep channel being obstructed by large boulders. In few if any of them is there no channel deep enough to let a boat pass even in the lowest stages of water, it is cleared of boulders. This part of the river is the best for navigation in high water, and if a channel were cleared in each of the rapids by taking out the boulders in some and perhaps deepening in a few others there is no doubt that in low water also it would be the best. Between the rapids in low water there is very little current and the navigation is first class.

From Frog creek to Prince Albert the river is in a very wide bed, the country is mostly open plain and the banks are not so high as in the upper part of the river. In high water this part has a fine appearance remaining almost when it is decided that the C.P.R. shall not pass through or near Edmonton, and there is no prospect of this place being blessed with railway communication in the near future, it is well worth our while to give our best attention to these same despised water stretches, to demonstrate their utility and to devise means for improving that utility. The Saskatchewan will have to stand us in the stead of a railway for at least three and perhaps eight or ten years and after a railroad is built will always supply during the season of navigation strong competition to the railroad or roads, especially on eastern bound freight. Even with the river as it is, there is very little doubt that during at least three months in summer goods can be brought up by that route more cheaply than they will be by a monopoly railroad, while in shipping coal, iron, lumber, and grain—our principal products—the rates by the river will be much lower than the railroad could possibly do the work for. The season at present available for navigation, however, is very short, and anything that can be done to increase the length of the navigation season or to increase the capacity of the river during navigation will be a benefit not only at present but for the future as long as traffic is carried on.

The greatest impediment in the lower part of the river is the cut-off, in the vicinity of Ft. Cumberland, where the stream is divided into three or four different channels for nearly one eighth miles. Of late years the main stream has been leaving its old course and taking the channel by Cumberland lake. This has left the old channel almost too shallow for navigation while the other has not yet become sufficiently well defined to be good, and besides the fact of its passing through a lake is a great disadvantage in case of windy weather. It may be that in a year or two either one channel or the other will be good once more, and again the channel may keep changing and neither be good. In order to remedy this difficulty it would be necessary to close up one of the channels and this would be a very expensive work, but if the general government really desires the development of the North-West it is one that there should be no hesitation about engaging in.

The improvement of the navigation of the Saskatchewan is a work which is within the duty of the general government, and should claim their attention second to no other work in the country. A dollar properly spent on this work would be of more real benefit to the country than five dollars spent in any other way, and it is only fair that when such a considerable revenue is being derived from the sale of land along its banks that a portion of the money should be applied to the improvement of the river. Such action would also be good policy, as it would enhance the value of the land remaining unsold along its course.

It is estimated that expenses in the removal of boulders to the amount of \$15,000 or \$20,000 would be sufficient to improve the channel so as to allow the boats to make one more trip from Grand Rapids to Edmonton each season than they can at present, and to take one hundred tons more freight at each trip. There are now four boats carrying two hundred tons each on the river and allowing that each boat can at present make three full trips, which they certainly can in a favorable sea-

son, this estimate would allow an increase of freight to the amount of two thousand tons or forty thousand pounds per season, and if this increase in business could be made, the boats would be able to lower their rates accordingly, which would be a direct benefit to the settlements along the whole course of and tributary to the river. This is a matter in which all in these settlements are deeply interested and which cannot be pressed too strongly upon the consideration of the govern-

ment.

The disallowance of Manitoba railway charter by the general government has been defended all along by their organs on the grounds of patriotism—that it was not in accordance with the principles of the national policy to allow the trade of the North-West to be diverted to the United States by allowing lines to enter from that country, quite oblivious, meanwhile, of the fact that at the present time all the traffic of the North-West passes through the States via the St. R. Co.'s own line, that is the St. Paul, Minneapolis and Manitoba and that were a thousand miles built through Canadian territory alone, it would still be to the interest of this company to allow at least a portion of the traffic to pass over its line in the States. The existence of the St. Paul, Minneapolis and Manitoba was ignored, and the attempt was made to blind people to the fact that as long as one outlet was allowed, there might nearly as well be a hundred, for all the difference it would make in compelling freight to pass through Canadian territory. No word was ever spoken relative to closing this means of communication with the United States at any future time, and yet people were asked to believe that communication which existed already would be prevented if no more roads were built. Surely it would be as damaging to the trade of Canada to have freight pass over the St. Paul, Minneapolis & Manitoba as over any other road. But the cry of most admitting United States railroads to Manitoba as an excuse for disallowance has now been abandoned. The road that is seeking admission is not a United States road but the greatest and most distinctively Canadian railroad in Canada, that is the Grand Trunk. It would be natural to suppose that those who were so anxious to keep out the competition of wicked Yankees would hail with delight the prospect of an additional Canadian road, but not so. The desire for protecting the trade interests of Eastern Canada is no longer put forward. All excuses are dropped and as the Winnipeg Tribune puts it, the local legislature cannot and the federal authorities will not permit an alliance to be formed with the Grand Trunk or any other road crossing the boundary. The question is thus narrowed down to one of might versus right. It only remains to be decided on which side the might is.

Messrs. Hugh and Andrew Allan, of the Allan line, have sued the publishers of the Montreal Witness for \$50,000 damages for libel. The case as stated by the Witness is this: Some time ago letters appeared in the paper reflecting on the steerage accommodation of one of the ships, and the Messrs. Allan ordered their advertisement out of the paper. Other letters corroborating the first ones appeared, and an action for libel was entered. It does not appear that the paper did any more than publish the letters, nor that they were untrue. To all appearances the suit had been settled simply to stifle complaint, with the idea of terrorizing newspapers so that ill-treated persons would get no opportunity of making their grievances public. The Witness, however, does not swear worth a cent. It says "Such damages would of course ruin the publishers of the Witness, but they would not alter the clear duty of the press to ventilate a matter of surpassing interest to Canada." The Witness is fighting a battle which very soon, unless a change takes place, will have to be fought by every paper in Canada, that desires freedom of speech. As the different monopolies which are now only being born increase in size and vigor it will become part of their business to crush out honest criticism, because in freedom of speech lies their greatest danger. If the people are not allowed to communicate their thoughts, feelings and grievances to each other through the newspapers, it will be almost impossible for them to become united in any one course, and the strength of these

monopolies will soon be such that nothing short of a union of the whole people will be strong enough to combat them. By bribing some newspapers and intimidating others they hope to destroy freedom of speech, and once freedom of speech is gone liberty ceases to exist. The Witness, in criticizing and then defying such a powerful firm as the Messrs. Allan, bell the cat, and the newspapers and general public of Canada will be untrue to their own best interests if they do not sustain the paper in its course.

THE MANITOBA PAPERS RAISE A UNITED HOWL ABOUT DISALLOWANCE. Some propose to re-elect the Norquay government as a remedy and others to defeat it for the same end. All seem to have made up their minds to howl and howl and howl again, but few have any very clear idea of how the howling is going to affect the case. They demand that the charters be re-enacted although they know perfectly well that as matters stand at present they will be again disallowed. As the Globe puts it, they are going to march up the hill for the purpose of marching down it again. The Nelson Mountaineer is the only one to propose a definite course. It thinks that the local government should not re-enact the charters, but should construct the roads as public works, and allow the general government to take forcibly aggressive measures to prevent that construction. This action would do away with any little technicalities that might otherwise arise, and give the people of Manitoba an opportunity of demonstrating to the world whether they were possessed of the spirits of freemen or not.

THE SICKIEST EXCUSE PUT FORWARD FOR THE DISALLOWANCE OF THE MANITOBA RAILWAY ACTS is given by the Mail, namely, that it was Mr. Mackenzie's policy as well as Sir John's and had he been in power he would have disallowed them also. It is a little funny that a man who is claimed by the Mail to have been wrong in every other act of his political life, should be right on this one. How much Mr. Mackenzie was opposed to the admission of United States railroads to Manitoba may be judged by the fact that this fly-on-the-wheel politician caused the Pembina Branch to be graded in a superior style and made ready for the rails years before the St. Paul, Minneapolis & Manitoba, under the management of the present C.P.R.C. Co. received the boundary, and the fact of this road being graded no doubt induced them to get to the boundary much sooner than they otherwise would have done. Whether disallowance is right or wrong it certainly was not Mr. Mackenzie's policy.

WAREHOUSING

AT

FORT QU'APPHELLE.

The undersigned, having ample accommodation, are prepared to receive goods at Capel station (Troy) and freight to, and store at, Fort Qu'Appelle, (until sent for) at reasonable rates.

MERCHANTS AND DEALERS

Will save the excessive charges for storage at the track, owing to lack of accommodation. Personal attention by members of the firm in receiving goods at track.

GRUNDY BROS. & CO.,

Fort Qu'Appelle.

COMMERCIAL.

The grocery famine has been relieved to some extent by the arrival of a large train of sleighs, but they brought neither bacon nor coal oil, of both of which there is a great need.

Native flour of good XXX quality sells at \$10 a sack, but lower grades can be bought for \$7.50 to \$8. Imported flour is still held at \$15.

Whitefish, from Pigeon lake, were sold at from \$6 to \$8 per hundred. The quality is not as good as last year.

Considerable grain is being brought to mill now, but very little is offered for sale. Prices are same as last quoted.

Fresh pork is still offered at 25c per pound by the whole hog, or 30c in small quantities. Beef is unchanged in price, and as yet the supply is equal to the demand.

There is a good demand for dry wood at \$3 per cord.

BUILDINGS.

The work of building a city at Edmonton has gone on satisfactorily all summer, and the number, appearance and cost of the structures are far ahead of last season's work. The lack of building hardware has been a great drawback, delaying operations in all cases, and sometimes preventing completion. The following is a complete list:

Woolfie & Burton, contractors — Presbyterian church, lots 87 and 88, block 4, H.B.Co. reserve; size 30x50, with porch 10x12 and basement for hot air furnaces; finished outside with dressed lumber, inside to be plastered and painted next summer; cost when completed \$3,500. Dwelling house for D. S. McKay, lots 91 and 92, block 3, H.B.Co. reserve; 26x30, two stories high; to be brick veneered next season; plastered and papered inside; not quite finished owing to cold weather; cost completed, \$4,000. Store for J. A. McDougall & Co., in course of erection on the Pritchard estate; 30x50, two stories high; up-stairs to be fitted up as offices; estimated cost, \$5,000. Addition to L. Kelly's shoe shop, 18x20, story and a half, dressed lumber inside and out; cost about \$250. Additions were also made to A. Macdonald & Co.'s store at a cost of \$100. Total work finished and under contract, \$12,850. Besides these the same firm erected for G. A. Simpson, D.L.S., on the south side, a hewed log building 26x28 with an addition 16x24, with seven foot walls; not completed owing to want of lime; total cost, \$3,500.

Jas. McDonald — Bulletin office, on Pritchard estate, 16x24, one story frame, \$500. Brown & Curry, log addition to store, 16x23, story and a half, \$500. Frank Oliver, frame kitchen, 12x14, one story, \$200. Methodist church gallery 18x21, \$225. A. Dunlop, frame dwelling house on lots 66 and 67, block 2, H.B.Co. reserve, 18x24, story and a half, with lean-to kitchen 12x18; painted outside, lathed and plastered, painted and papered inside; cost, \$1,500. Rev. A. B. Baird, dwelling 16x24, one story, \$800. Dr. Wilson, frame store on lot 95, block 6, H.B.Co. reserve, 24x30, story and a half, \$1,500. Dr. Wilson, frame stable, 18x24, \$500. Thos. Houston, log dwelling house on lot 5, block 9, H.B.Co. reserve, 18x24, two stories, \$800. M. McCauley, frame dwelling house on Methodist Mission property, story and a half, \$1,200. Total, \$7,725.

St. Jean & Goodridge — Hotel for A. Macdonald & Co., on Robertson & McGinn estate, 30x50 with addition 20x26, both two stories high, and cellar 20x30; frame to be brick veneered in spring; walls of main building filled one story high and addition full height with mortar; cost, \$5,000. Dwelling for J. Lake, on Pritchard estate, south side of Main street, 16x24, one story high, dressed lumber outside and plastered inside; cost, \$550. Office for McKay & Blake on lot 90, block 3, H.B.Co. reserve, 16x24, one story high; cost, \$250. Total, \$5,800.

K. A. McLeod — Dwelling for F. Sache, on J. Rowland estate, 16x20, story and a half; cost, \$325. Butcher shop for D. M. McDougall, on David McDougall's estate, 18x24, story and a half; cost, \$400. Sache & Oliver, dwelling on the H.B.Co. reserve, 12x16, one story; cost, \$200. Addition to Kelly's shoe shop; cost, \$25. House for self on J. Rowland estate, 16x20, story and a half, hewed logs; cost, \$400. Total, \$1,320.

J. Knowles — Frame store for Norris & Carey on lots 7 and 8, block 10, H.B.Co. reserve, 24x36, story and a half, \$1,200. Boarding house for H.B.Co. on their reserve, 26x36, two stories, \$2,200. Stable for H.B.Co. 16x31, \$265. Addition to H.B.Co.'s saw mill, 30x32, 27 feet high, \$2,000. Finishing grist mill \$800. Total \$6,465.

D. R. Fraser — Frame kitchen for the H.B.Co. 21x26, one story high; cost, \$800. H.B.Co. store remodeled, \$300. Addition to Hardisty & Fraser's mill, \$100. Hardisty & Fraser, log stable, 18x24, \$200. Fitting a run of stones and bolt complete in Hardisty & Fraser's grist mill, \$300. Total, \$1,700.

D. Ross — Hotel for self, 24x26, two and a half stories high; finished outside with dressed lumber and inside with oak grained paper; bricked between studding; painted; cost, \$3,000. Also storeroom 16x24, rough lumber; cost, 250. Total, \$3,250.

J. Goodridge — Hotel for self, on Robertson & McGinn estate, 24x30, two stories high; frame, with brick veneer; cellar 16x24, with frame kitchen 16x20, story and a half; cost, \$2,500.

Z. George — Dwelling on Sinclair estate, (now Robertson & McGinn) 14x16, one story, frame. Never finished, owing to circumstances over which the owner had no control, cost \$100.

W. Stiff — Dwelling for J. M. Wright, on J. Rowland estate 16x20, one story frame; cost, \$150. Dwelling for self on south side, 16x20, one story frame; cost, \$250. Total, \$400.

J. M. Bannerman — Dwelling on Methodist mission property, 14x16, one story, frame; never finished, having been hurled over a precipice, cost \$50.

D. Maloney — R. C. church on lot 65, block 9, H.B.Co. reserve, 26x30, story and a half; finished with dressed lumber inside and out; cost, \$1,400.

R. and J. Cronkrite — Additions to Norris & Carey's store, one 16x36 and the other 14x24; finished with dressed lumber; cost, \$650.

H.B.Co. — Steamboat warehouse, 30x60, two stories, let into bank of the river; not completed; cost to date, \$500.

M. Galbraith — Dwelling for A. Rowland, north side Rat creek, 18x24, story and a half, hewed logs; cost, \$500.

J. Fraser — Dwelling for C. Fraser, north side of Rat creek, 22x32, story and a half, hewed logs; cost, \$600.

H. Meyer — Blacksmith shop for T. Houston on H.B.Co. reserve, hewed logs, 22x30, one story; cost, \$450.

T. Anderson — Dwelling for self on south side, 18x24, story and a half, hewed logs; cost, \$600.

J. Lake — Dwelling for self on Robertson & McGinn estate, 14x16, one story, frame, cost \$200.

W. Humberstone — Dwelling on K. Macdonald estate, 14x16, one story, frame, cost \$250.

Sanderson & Looby — Fitting up blacksmith shop and bricking the walls inside, \$400.

L. Gurneau — R. C. chapel, south side, 18x24 one story frame; cost, \$400.

Fitting up Masonic hall, by members of the lodge; cost \$150.

Besides the above there are in course of erection a frame coal shed for D. Ross, 72x34, costing \$200; a hewed log stable for M. McCauley, 17x31, story and a half high, costing \$300; and a stable for the R. C. mission, 18x22, hewed logs, story and a half high, costing \$300.

The above estimates are as nearly accurate as can be procured, and foot up to the nice little sum of \$49,060 for the year 1882—not bad for an alleged paper town.

GENERAL NEWS.

Senator John C. Schultz is not dead. Navigation closed at Duluth Nov. 21st.

The last sea-going vessel for the season left Quebec on Nov. 21st.

The City of Glasgow Bank failed four years ago, and the liquidation has just been accomplished.

The Dublin police say that they have received important information concerning the Phoenix Park murderers.

It is rumored that a coalition between the Conservatives and Liberals in the Quebec local government will take place.

The titled lady who married a London baker lately was the sister of the Marquis of Queensbury, not of the Marquis of Lorne.

Two Indian villages in Alaska were shelled and destroyed by the revenue cutter Thomas Corwin on account of the hostility of the natives.

The corporation of Dublin has refused to thank the Irish regiments which served in Egypt, and declares that Ireland had no interest in the war.

It is understood that the sentence passed on M. O'Rourke, who was convicted of the murder of the Maher family in Nelson Township, Ontario, last year, has been commuted by the Department of Justice to imprisonment for life.

Glowing returns are received in Duluth, Minn., of rich discoveries of silver ore twelve miles east of Pigeon River, on the Canadian side. It is said inch pieces of almost pure native silver have lately been picked from the surface of the vein.

On the 9th November elections were held throughout the United States resulting in a sweeping victory for the Democratic party. New York, Pennsylvania and Massachusetts have changed from Republican to Democratic, New York electing a Democratic governor by 77,000 majority. Arizona, Alabama, Arkansas, California, Colorado, Delaware, Florida, Indiana, Georgia, Kentucky, Louisiana, Maryland, Missouri, Montana, Mississippi, New Jersey, North Carolina, South Carolina, Tennessee, Texas, Virginia and Wisconsin are Democratic. Michigan elects a Democratic governor with Republicans on the rest of the state ticket. Colorado, Connecticut, Illinois, Iowa, Kansas, Minnesota, Nebraska, New Hampshire and Rhode Island are Republican by reduced majorities. The reasons given for the defeat of the Republicans is the dissatisfaction of the people with the corrupt rule of that party.

D. R. Fraser — Frame kitchen for the H.B.Co. 21x26, one story high; cost, \$800. H.B.Co. store remodeled, \$300. Addition to Hardisty & Fraser's mill, \$100. Hardisty & Fraser, log stable, 18x24, \$200. Fitting a run of stones and bolt complete in Hardisty & Fraser's grist mill, \$300. Total, \$1,700.

D. Ross — Hotel for self, 24x26, two and a

half stories high; finished outside with dressed lumber and inside with oak grained paper; bricked between studding; painted; cost, \$3,000. Also storeroom 16x24, rough lumber; cost, 250. Total, \$3,250.

Mr. Dewe, of Ottawa, has invented what he calls a chromoscope, and which will give to photographs all the tints and sky coloring as depicted by nature at the time of taking a picture.

The report of the Hudson Bay Company states that the committee will not propose an interim dividend because it cannot give an estimate of the probable result of the year's trade until fur sales are held in the spring and the land accounts of the different departments closed. The land sales during the five months ending September show a decrease compared with the previous seven months.

METEOROLOGICAL

Weather report for week ending Friday evening, 5th January, 1883. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Saturday,	14	-17
Sunday,	4	-2
Monday,	0	-9
Tuesday,	-17	-22
Wednesday,	-24	-51
Thursday,	-15	-36
Friday,	-17	-27

Barometer falling, 27.558.

Snowfall during week $\frac{1}{2}$ inch.

During the week the anemometer registered only 156.7 miles, an average of less than one mile per hour.

McNICHOL & CHAMBERLAYNE,

GENERAL MERCHANTS, FORT SASKATCHEWAN,

Will keep constantly on hand a first-class assortment of Dry Goods, Groceries and Hardware, especially selected for the trade there, which will be sold at the lowest prices for cash.

Remember the place — Haly's old store, east of the fort.

REAL ESTATE OFFICE.

STUART D. MULKINS,

Sole agent in Edmonton for the sale of lots on the

ROBERTSON & MCGINN PROPERTY, Lot No. 12, Edmonton;

MACDONALD & MCLEOD PROPERTY, Lot No. 14, Edmonton;

MACDONALD & LAMOREAUX PROPERTY, City of Saskatchewan.

Plans may be seen at my office.

Terms easy.

Office Lot 37, Block 2, Robertson & McGinn estate.

JOHN A. McDougall & CO.

Mr. John A. McDougall has just returned from the east where he has selected from the best markets a first-class, large, assorted stock of General Merchandise, comprising

DRY GOODS, CLOTHING, GROCERIES, HARDWARE,

And a large assortment of

HARNESS.

Notwithstanding the high rate of freight we hope to be able to offer the public the above goods at

BOTTOM FIGURES,

And as there is a great scarcity of goods we would respectfully ask the public to

GIVE US AN EARLY CALL,

Inspect and judge for themselves if we have not the

BEST SELECTION OF GOODS FOR THE GREAT NORTH-WEST

That has ever been brought into the country for the money.

Goods will be here the first week in the new year.

NORRIS & CAREY,

Have now on hand and will keep in stock complete assortment of

DRY GOODS,

BOOTS AND SHOES.

• HARDWARE TO ARRIVE SHORTLY.

Having traded in this country for many years, the firm feel confident that they can supply the goods the people want, and will do so at the

LOWEST LIVING PROFITS.

HORSES AND CATTLE bought, sold and exchanged.

New store on St. Albert road, next building to the H. B. Co's fort.

NORRIS & CAREY.

Have now en route and to arrive shortly a large outfit of goods comprising

STAPLE AND FANCY DRY GOODS,

GENTS' FURNISHINGS,

SMALL WARES,

all personally selected in the best houses of Montreal, Toronto and elsewhere, and of the best quality obtainable.

Also to arrive by freighters from the end of the track a full stock of

GROCERIES,

HARDWARE,

CROCKERY,

PATENT MEDICINES,

BOOTS AND SHOES.

BROWN & CURRY.